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## RESEARCH MEMORANDUM

WIND-TUNNEL INVESTIGATION AT SUBSONIC AND SUPERSONIC SPEEDS OF A MODEL OF A TAILLESS FIGHTER AIRPLANE EMPLOYING A LOW-ASPECT-RATIO SWEPT-BACK WING - EFFECTS OF EXTERNAL FUEL TANKS AND ROCKET PACKETS ON THE DRAG CHARACTERISTICS

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#### RESEARCH MEMORANDUM

WIND-TUNNEL INVESTIGATION AT SUBSONIC AND SUPERSONIC SPEEDS OF A MODEL OF A TAILLESS FIGHTER AIRPLANE EMPLOYING A LOW-ASPECT-RATIO SWEPT-BACK WING - EFFECTS OF EXTERNAL FUEL TANKS AND ROCKET PACKETS ON THE DRAG CHARACTERISTICS

By Willard G. Smith

#### SUMMARY

The effects of external fuel tanks and externally mounted rocket packets on the drag characteristics of a model of a tailless fighter airplane are presented in this report. The investigation was conducted through a Mach number range of 0.60 to 0.90 and 1.20 to 1.70 at a constant Reynolds number of 3.2 million. The measured lift, drag, pitching-moment, and rolling-moment coefficients and lift-drag ratios are presented in tabular form and the drag characteristics and lift-drag ratios are also presented in graphic form. In addition, pressure distribution data are tabulated which may be used to determine the influence of the external stores on the wing load distribution at supersonic speeds.

Results of this investigation show that the addition of two external fuel tanks and four faired rocket packets to the model produced drag increments which increased from 30 percent to 50 percent of the drag of the basic model between Mach numbers of 0.60 and 0.90, respectively, while at supersonic Mach numbers this drag increment was approximately 30 percent of the drag of the basic model. Tests of the model fitted with four rocket packets indicate that the drag may be reduced at subsonic speeds by fairing the open rocket packets, but at supersonic speeds the faired packets produced more drag. A small decrease in drag was realized at supersonic speeds, for the model fitted with two fuel tanks and four rocket packets, by mounting the outboard packets and fuel tanks in a more forward chordwise position with respect to the wing.

#### INTRODUCTION

Knowledge of the increases in drag to be expected from the addition of externally mounted fuel tanks and armament under the wings and fuselage becomes increasingly important as the trend continues toward long-range, high-speed fighter airplanes carrying rocket-propelled armament. An



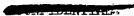
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investigation of the effects of this type of external installation on the aerodynamic characteristics of a model having a low-aspect-ratio swept-back wing has been conducted in the Ames 6- by 6-foot supersonic wind tunnel. The model was fitted with various combinations of underthe-wing type rocket-packet and fuel-tank installations and tested at subsonic and supersonic Mach numbers at a constant Reynolds number. Two chordwise locations of the fuel tanks and rocket packets were investigated and the rocket packets were tested with the ends of the packets faired smooth and with the rocket tubes open. The results of this investigation are presented herein. The results of an investigation of the stability and control characteristics of this same model conducted in the Ames 6- by 6-foot supersonic wind tunnel are presented in reference 1.

#### NOTATION

The lift, drag, and pitching-moment coefficients are referred to the stability axes with the origin at the quarter-chord point of the mean aerodynamic chord projected to the fuselage center line. Rolling-moment coefficients are referred to the fuselage longitudinal axis.

```
b
            wing span, feet
C
            local wing chord measured parallel to plane of symmetry, feet
           wing mean aerodynamic chord \left(\frac{\int_0^{b/2} e^{2dy}}{\int_0^{b/2} e^{-dy}}\right), feet
            drag coefficient \left(\frac{\text{drag}}{\text{cs}}\right)
C_{\mathbf{D}}
            increment of drag coefficient due to external-store installation
C_{D_{\mathbf{R}}}
               or fuselage modification based on total wing area
               (CDmodel + store - CDmodel)
            lift coefficient \left(\frac{\text{lift}}{\text{cS}}\right)
C<sub>T.</sub>
           rolling-moment coefficient (rolling moment)
c_{\imath}
           pitching-moment coefficient (pitching moment)
C_{\mathbf{m}}
           static pressure coefficient \left(\frac{p-p_0}{c}\right)
Съ
           lift-drag ratio
```



$\left(\frac{\overline{D}}{\overline{L}}\right)^{\max}$	maximum lift-drag ratio
M	free-stream Mach number
p	local static pressure, pounds per square foot
po	free-stream static pressure, pounds per square foot
<b>q</b>	free-stream dynamic pressure, pounds per square foot
R	Reynolds number, based on the mean aerodynamic chord
ន	total projected wing area, including area formed by extending leading and trailing edges to plane of symmetry, square feet
Y	spanwise distance from plane of symmetry, feet
a	angle of attack of fuselage longitudinal axis, degrees

#### APPARATUS

#### Wind Tunnel and Equipment

The present investigation was conducted in the Ames 6- by 6-foot supersonic wind tunnel. This is a closed-return, variable-pressure wind tunnel in which the pressure and Mach number can be continuously varied. The stagnation pressure can be varied from 2 to 17 pounds per square inch absolute and the Mach number can be varied from 0.60 to 0.90 and from 1.15 to 2.00. A complete description of the wind tunnel is given in reference 2.

The model was sting mounted with the pitch plane of the model horizontal in the wind tunnel to utilize the most uniform stream conditions. (See reference 2). A four-component electrical strain-gage balance, similar in design to that used in reference 3, was enclosed within the fuselage of the model. The aerodynamic forces and moments were registered by recording-type galvanometers calibrated by applying known loads to the balance.

#### Model

A model of a high-speed fighter airplane having a low-aspect-ratio, swept-back wing and a swept-back vertical tail but not horizontal tail was used in this investigation (fig. 1). A bubble-type canopy was faired into a dorsal fin which extended back to the vertical tail. Provisions



were made for fairing the vertical tail into the fuselage when the canopy and dorsal fin were removed. The wing had a leading-edge sweep angle of 52.5° and a taper ratio of 0.332 based on the theoretical wing tip. The wing was composed of symmetrical sections in streamwise planes having a thickness of 7.0 percent of the chord at the wing root tapering to 4.5 percent of the chord at the theoretical wing tip.

The model was fitted with inlets housed in wing-body juncture fairings with internal ducts allowing the air to flow through and exhaust at the rear of the fuselage. In this investigation the mass flow of air through the ducts was not adjustable; however, the ducts were constructed so that at supersonic speeds the exit was choked, limiting the inlet Mach number to 0.4. In order to accommodate the annular duct exit and the mounting sting, the boattailing on the model was somewhat less than would be expected on a full-scale airplane.

Rocket packets and fuel tanks were provided, to be attached to the wings in the locations shown in figures 2 and 3. The outboard rocket packets and the fuel tanks were mounted on unswept and swept-forward pylons as shown in figures 2 and 3. The purpose of the swept-forward pylons was to obtain a more forward location of these stores. The rocket packets were tested both with the fore and aft ends of the rocket packet faired smooth and with six holes open through the packet, to simulate conditions before and after firing the rockets.

Provisions were made to measure pressure distribution data at five spanwise stations as shown in figure 4. The location of the orifices on the upper and lower surfaces of the port wing are given in table I.

#### TESTS AND PROCEDURE

As a basis for comparison, tests were made of the basic model with canopy and dorsal fin in place and with no external stores installed. Lift, drag, pitching-moment, and rolling-moment data were obtained at Mach numbers of 0.60, 0.80, 0.90, 1.20, 1.35, 1.50, and 1.70 at a constant Reynolds number of 3.2 million, through an angle of attack range of -2° to +8°. Similar data were then obtained at corresponding test conditions for the following model configurations:

- 1. Basic model fitted with inboard and outboard faired rocket packets mounted on unswept pylons
- 2. Basic model fitted with inboard and outboard open-tube rocket packets mounted on unswept pylons
- 3. Basic model fitted with two external fuel tanks mounted on unswept pylons

- 4. Basic model fitted with inboard and outboard faired rocket packets and two external fuel tanks all mounted on unswept pylons
- 5. Basic model fitted with outboard faired rocket packets and two external fuel tanks mounted on swept pylons and inboard faired rocket packets mounted on unswept pylons
- 6. Basic model with canopy and dorsal fin removed (no external stores)

Pressure distribution data were obtained for the basic model and for the model fitted with four faired rocket packets mounted on straight pylons. These tests were conducted at Mach numbers of 1.20, 1.30, and 1.70 at a Reynolds number of 2.0 million. Data were obtained through an angle-of-attack range of  $-3^{\circ}$  to  $+12^{\circ}$  at  $2^{\circ}$  increments for the basic model and  $4^{\circ}$  increments for tests of the model fitted with the rocket packets. A tabulation of the test conditions is presented in table II.

#### Reduction of Data

The test data have been reduced to standard NACA coefficient form based on the total projected wing area including the area in the region formed by extending the leading and trailing edges to the plane of symmetry (fig. 1). Factors which could affect the accuracy of these results and the corrections applied are discussed in the following paragraphs.

Angle of attack. The determination of the actual angle of attack of the model under load required several corrections to be applied to the nominal angle. Corrections, determined from static load calibrations, were applied for the angular deflection of the sting and balance under aerodynamic load and for the angular movement due to structural clearance in the model support and balance. These corrections amounted to from 5 to 10 percent of the nominal angle, depending on the load.

Tunnel-wall interference. Corrections to the data for the effects of the tunnel walls at subsonic speeds were made by the method of reference 4. These corrections which were added to the data were as follows:

$$\Delta \alpha = 0.377 C_{L}$$

$$\Delta c_D = 0.0066 c_L^2$$

The reflected bow wave did not intersect the model and so no tunnel-wall corrections were made for supersonic Mach numbers.



The effect of constriction of the flow at subsonic speeds due to the presence of the model was taken into account by the method of reference 5. This correction was calculated for conditons of zero angle of attack and was applied through the angle-of-attack range. At a Mach number of 0.90, this correction amounted to a 1-percent increase in Mach number and dynamic pressure over those values determined from calibrations of the wind tunnel without a model in place.

Support interference. Results of a wind-tunnel test of a similar model (reference 6) show that the effects of support interference consisted primarily of a change of pressure at the base of the model. In this test the base pressure was measured and corrections were applied to adjust the pressure at the base to free-stream static pressure. The drag values are, therefore, forebody drag coefficients.

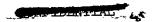
Stream variations.— Tests were made at subsonic and supersonic speeds with the model in upright and inverted attitudes. Results of these tests showed no measurable indications of stream angle or stream curvature in the horizontal plane of the wind tunnel. Stream surveys of the Ames 6- by 6-foot supersonic wind tunnel (reference 2) show some curvature in the vertical plane of the wind tunnel, but the results of a subsequent investigation (reference 7) indicate that this curvature has little effect on the longitudinal aerodynamic characteristics of the model when pitched in the horizontal plane.

Internal duct drag. - The model was equipped with twin ducts through which air could flow. However, provisions were not made to vary the mass flow, so a study of the duct drag characteristics was not feasible in this investigation. The drag data presented herein are for the complete model; that is, the drag due to flow through the ducts has not been subtracted from the final drag coefficients.

#### Precision of Data

The accuracy of the test results, excluding stream effects, is shown by the repeatability of the data. Examination of the results showed the data to repeat with the accuracy shown in the following table:

The base area used in this investigation was the entire base area of the model less the duct exit area.



	Accu	racy
Quantity	$C_{L} = 0$	$C_{\underline{L}} = 0.25$
$\mathbf{c}_{\mathrm{D}}$	±0.0004	±0.0006
$C_{L}^{T}$	±.0016	±.0018
$C_{m}^{\overline{m}}$	±.0005	±.0005
C,	±.0006	±.0009
Сp	±.005	±.005
мŤ	±.03	± •03
R	±.03 × 10 <sup>€</sup>	t.03 × 10 <sup>6</sup>
α.	±.1	±.15

The precision of the data presented herein is superior to that of the data in reference 1 because these data were obtained for a consecutive series of tests in the wind tunnel and the mounting of the model and balance was unchanged during this investigation.

#### RESULTS AND DISCUSSION

Only the data pertinent to a study of the effects of external fuel tanks and rocket packets on the drag characteristics of the model are discussed in this report. All the force and moment data obtained from these tests, including lift and rolling-moment coefficients and lift-drag ratios, are presented in table III, however. In addition, experimental static pressure coefficients obtained at Mach numbers of 1.20, 1.30, and 1.70 for the basic model and for the model fitted with four rocket packets are presented in table IV. Comparison of the data from these pressure distribution tests gives an indication of the effects of the rocket-packet installation on the air loads experienced by the model.

The effects of external stores on the drag characteristics of the model are presented in this report as the increments of drag coefficient incurred by the addition of external stores. Figure 5 presents the variation of drag coefficient with lift coefficient for the basic model at Mach numbers of 0.60, 0.80, 0.90, 1.20, 1.35, 1.50, and 1.70. As previously mentioned, the drag coefficients presented in this report include the internal duct drag. The increments of drag coefficient for the various store installations investigated are shown in figure 6 as a function of Mach number for 0 and 0.25 lift coefficients. This figure shows that at subsonic speeds the drag increment resulting from the addition of four rocket packets was somewhat less when the packets were faired, but at supersonic speeds fairing the packets increased the drag. The drag increments for two fuel tanks and four rocket packets, mounted in the aft chordwise location (unswept pylons), varied from approximately 30 percent of the drag of the basic model at a Mach number of 0.60 to 50 percent at

a Mach number of 0.90. For Mach numbers of 1.20 to 1.70 the drag increment for these same external-store configurations was approximately 30 percent of the drag of the basic model. Results of tests of the model with the stores mounted in two chordwise locations showed that the change in chordwise location had no significant effect on the drag at subsonic speeds. At supersonic speeds, however, the drag increment resulting from the addition of two fuel tanks and four rocket packets was somewhat smaller for the forward chordwise location (swept pylons).

The maximum lift-drag ratios for all the configurations tested are shown in figure 7 as a function of Mach number. These data are for the unbalanced model.

Results of this investigation show that the addition of external stores could appreciably affect the trim drag of the model. This effect is illustrated in figure 8 which shows the variation of pitching-moment coefficient with lift coefficient for the basic model and for the model fitted with two external fuel tanks and four rocket packets. The magnitude of the pitching-moment coefficient at zero lift for the basic model was quite small at all Mach numbers, but the model fitted with external stores showed a significant negative pitching moment at subsonic speeds and a positive pitching moment at supersonic speeds. These pitching moments, associated with the installation of external stores on the model, significantly influence the deflection of the longitudinal control surface required for a specific flight condition. Thus it should be noted that the drag coefficients presented for this investigation are for the unbalanced model and that the total drag for the model balanced with a control device will include an additional drag increment or decrement due to the change in control setting required to counteract the aerodynamic influence of the external store. Pitching-moment characteristics are shown for the model fitted with two fuel tanks and four rocket packets because they exhibit the most pronounced effects of external stores of all the configurations investigated.

#### CONCLUSIONS

The following conclusions are based on a wind-tunnel investigation of the effects of external fuel tanks and externally mounted rocket packets on the drag characteristics of a model of a tailless fighter airplane:

1. The drag increase resulting from the addition of two external fuel tanks and four faired rocket packets varied from 30 percent of the drag of the basic model at 0.60 Mach number to 50 percent of the drag of the basic model at 0.90 Mach number. At Mach numbers of 1.20 to 1.70, this drag increment was approximately 30 percent of the drag of the basic model.

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- 2. The drag coefficient, at subsonic speeds, for the model fitted with four faired rocket packets was smaller than with four open rocket packets. At supersonic speeds the four faired packets produced greater drag increments than the open packets.
- 3. The drag coefficients for the model fitted with two fuel tanks and four faired rocket packets were somewhat less, at supersonic speeds, with the outboard rocket packets and fuel tanks in a forward chordwise location. At subsonic speeds the chordwise location caused no significant effect on the drag characteristics.

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National Advisory Committee for Aeronautics
Moffett Field, Calif.

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TABLE IV.- EXPERIMENTAL PRESSURE COEFFICIENTS,  $C_p$  (a) Basic model, M = 1.2

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17	.516	88	355	.299	.160	177	.120	.003	-837 093	.25 -15						.000	-130	-204	-312	· <b>-</b> 4元	.700
ĩÅ	.008	063	136	163	220	- 307	361	- 444	- 32	二元	<b>1</b> 1 1 1										
19						-3					1 <del>2</del>	222	161	118	072	000	-030	.108	_T82	.247	.32
20	114	178	209	230	~.268	332	368	+52	72.4	777	RHRRA	160	137	116	079	054	.012	.079	.182 .116	.209	275
21.	-024	006	-017	061		131	167		261	368	, p		186	163		112	077	.003	.076	.094	.153
22	-094	.Okk		005	OIB	073	115		197	وُحِفْ	72	178	175	[154	123	108	068	029	.009	.041	.08
23	-069	.026	-001		070	094			199	226	25		1:21								
	-053	-010				096	130		905	229	2242			- 196				045	010	-051	-012
25 26	-077	007	037	060	08I	128	159	193	23 <b>5</b>	271	25	19	177	160		141	102	071	033	-005	-020
			[ <del>-</del>					F	r	{	59 60				124 195	- 261	569	722	631	116	747
27	- 261	313	325	- 170	- 344	366	323	245	824	173	8		- 68	119	-17	226	+36 398	559 507	- 606	609 679	<u> </u>
	- 404	- 36		∷સ્ત્રી	222	085	065	.164	-305	. 109	62		032	092	143	- 193	228	- 27	- 54	625	721 703
-36 l	473	476	- 161	386	309	294	.086		35		69		060	- 103	iki	-348	209	- 317	- 61	563	
ũl		115	110	082	068	64	.005	.036 .043	.œ̃í	.256 .142	69 64		098	126	143	-175	215	264	- 404	535	- 66
32		067	046	020	.005	.okI	.087	.139	.194	291	65		138	172	197	- 221	- 263			500	- 77
			065	.060	009	.OII	.113	.178	.833	.300	66	096	219	174	~.191	217	279	- 291	奕	11	<b>To</b> i

Orifice				4	ugle o	f ette	<u>*</u>			
Mo.	3°	-1°	9	10	20	<b>‡</b> 0	60	80	700	120
67										
68	-0.063	-0.131	-0156	-0161	-018	-0222	-0262	-0.320	-0101	-017L
69	.009	~.056	309	126	135	147	173	296	31A	332
70										
[ 71 ·							<u> </u>			) <b></b> -
72		259	208	238	069		-102	.185	.266	. 347
73	30	200	145	09H	077	.022	-096	.174	.245	.306
74			[ <u>-</u>	( <del>-</del> -	[ <u>-</u>		[			[ <u>-</u>
77	223	192	172	135	118		-002	-061	.107	.165
76	218	191	174	167	153			-013	-071	.101
77	216		193	176	170		06+		.017	-079
76	169	178	137	116	097	037	-OIA	-051	-05	-103
86	- 901	186	152	15	135		072	017	-026	.079
1 80	16 <del>6</del>	175	172	158	10		088	071	018	-033
81	.00	032		130	243	448	753	- 612	728	735
82	.043	072	156	215	516	466	- 500	665	730	729
83 84	008	086		194	276	4-58	772	666	T12	709
84	-001	076		-177		~-322	499	709	622	619
85 86	028	071	103	132	156		323	- 137	735	592
200	087	149	189	191	211	244	276		498	726
87 88	167	226	266	267	251	336	574	401	706	74
85	177	204	219	236	27	264	312	321	+19	486
89	086	169	199	202	240	256	237	236	108	
90	428	23k	113	002	032		328	- 399	.446	.461
91	461	321	226	160		.ce4	.124	.21	.286	-300
92	394	29k	818	144	~-091	.005	.085	-169	-230	-893
93	333	234	166		079		.086	.172	-222	.279
95	188	177	156		203	060	003	.044	.088	.135
95 96	212	e-	231	<del>81</del> 9	196	168	108	- 060	020	.023
95	260	245	- 235	276	217	165	105	O45	017	.011
<u>27</u>	223	217	عد-		203	147	106	073		.031
J 98	182	205	209	205	195	IA6	JIA	079	040	-003





TABLE IV.- CONTINUED
(b) Basic model, M = 1.3

rifice					ngle o	e atte	ak.				Orifice	j			Ār	Spe og	attec.	k			
Zo.	-30	-10	9	30	80	70	60	80	100	120	No.	-30	-10	۰ 0	10	20	1º	60	80	108	u
0	1.438	1.437	1.442	1.449	1.463	1.479	1.454	3.445	2.432	1.411	34	-0.104	-0.091	0.060	0.046	-0.081		0.072		0.800	
1								,÷	<sup>-</sup> -		344	06%	059	032	011	014		.102	.164	.917	
8	-283 -438	-10	-433	.411	.389	.336 .262	.291	.244	.205	1.256	35 36	119	077	087	066	038		.049	.096	-159	
3	-432	.386	.356	.322 .485	386	-262	.219	1.76	110	.099	35	144	737	110	088 189	060		-017	-066	٠ <u>.</u>	
2	.662	: 39	.526 .520	.498	. 277	397	.346 .396	.896 175.	.853 .315	.209 .275	34	826	215 335	206 331	320	160 299		08e	043	.001 190	
3	.599 .047	.021	88	027	038	063	- 000	1255	l	1.11	26		1 :33	-331	074	120		- 32	103	1-:460	
7	207	303	- 325	- 118	- 333	329	098 388	395	302	369	38	.035	- 027	38	15	209		- 57	436		
ė	004	.037	.073	318 065	.075	.072	.074	.065		.029	41	.031	008	029	- 107	139			- 491	-,478	l
9	-072	.070	.027	.012	.008	019	033	04è	065	091	42	.029	006	056	05	094	247	234	333	413	
מנ	-064	.042	.015	.002	007	042	069	092	117	146	12	.007	023	05	080	101			260		
11				- 5.5				l- :.:	in 5.5	1- =_=	1 15	060	089	114	141	160					
76	-177	.188	-215	-248	-260	.332 .069	.039		- 197	-22	15	000	100	123	141	360			260	276	
끊	044	029	99	.006	.036	.049	.225	1.156	.208 .170	.276	47	048	073	103	129	142		206	234	248	1
15	.240	.235	81	.232	.843	.043	.073	1.258	259	366	Tai	-07	080	102	196	138			211	25	Œ
36	062	-:055	- 039	020	.004	.0.0	.086	1 :33°	136	243	1 79	- 26	163	080	005	.076		.277	335	1	
17	.600	34	. 363		.367	.302	.239	1.377	.075	.00e	50								1-22		ı
16	-076	متة. ا	037	087	119	176	240	300			51 52		<u> </u>	l			1			J	ı۱-
19								<b> </b>	- <del>-</del> -	- <i>-</i> -	52	200	171	135	095	077	007	.066			
90			19		243		339	390		473	33	169	150	196	093	061		-055	بيد. ا	.178	
20.	049	067			163		246	286	331	387		197	180	160	13	10+		017	-032	.087	
22	.085	-076	.021	00	023 040	061 077	096 111	130 143	160	197	35 36	193	180	163	139	334	084	037	-007	-052	1
2	.059	.096	001			075	109	1.11	- 360	203	37	15	161	131	140	.196	im	068	020	.017	Г
25	.029	۳.۰۰۰	033				136	1.171	- ani	229	∐ <b>≨</b> i	193	193	161	- 163	139		067	033	014	
<u>26</u>		C	[					<u> </u>			∐ <u>≨</u>	.198	.097	010	OTI	139	- 241	343	1126	495	
27			- <i></i>					<b>-</b>		!	22	عكب. إ	015	10%	183	25	333	410	+77	531	
96	269	280	296	309	317	340	359	379	394	418	61	.023	030	086	139	195		371	+36	<i>\</i> /\	ŀ
29	305			201	באנ	034	.134	.161	-375	.490	60	.019	026	OT	123	178				506	-
30	~-366			322	3129	277	151	042	.107	-363	2	.030	036	076	102 119	119		266		- 442	
31 32	- 28	- <del>12</del>	094	070	053	030	.019	.058	""	.134 .215	83	090	067	097	二岩	二诺		156	307		
33			663			.024	.076	130	.209	250	1 86	307	- 135	158	178			251			ΙΞ.
		۲.ω۶	00,			.02-	.010	1	,			-1201	-1207	1 -1.2	-0210		,	1			

Orifice						of att				
Eo J	-30	-10	0	10	Se	10	B	8-	100	120
67	-	1	1		1	-			⊢-⊣	
GÓ I	-0098	-0.109	-0.151	0.763	0.178	0.207	-0.236	-0.086	0.346	-0415
69	-072	09é	111	-111	-146	-,178	-,199	-,834	-, <u>27</u> 7	~298
ΤÕ										
71										
72	269	250	198	150	<b>-</b> .101	~.023	.068	.158	.233	.310
75	- 273	_217	- 160		068	.001	.075	.156	.219	,266
73	~~-									
72	201	-193	-,170	-,138	-118	067	011	.075	.103	.166
75 76	010	- 193	-174	156	137	-100	-,047	.019	.066	190
Ť	-206	-201	<b>-</b> .160	- 172	1.56	199	076	013	.025	.068
뀵	-,175	احتا	137	- 187	- 102	063	012	.035	.063	.100
79	-,907	_190	178	-16	140	- 100	-055	-,009	.027	.070
19	220	- 196	_ 14a	-367	148	-,117	-077	-039	005	.038
80L ·	.220	136	.030	-065	143	- 272	376	-,457	-, 526	二级
82	.041	031	-,100	,189	- 255	341	+0+	<b>::3</b> 1	-,341	<del>7</del> 32
83. 84	-,002	-054	117	-,198	وقعـــــ	360	<b> -</b> .+39	50+	55	762
84	.005	-,033	-,083	-,133	-,190	-,301	391	478	723	778
85 86	-011	037	-,oπ8	المتدرسا	145	- 237	J331	-,406	-,472	J513
86	-,088	-,109	136		177	209	,560	395	369	ووباسا
87 86	-,178	197	-,991	-,942	297	203	318	-3-3	386	-16
86	-~1 <del>7</del> 7	- 193	207	<b>21</b> 3	-, <b>2</b> 27	-,244	273	290	328	398
89	- 129	- <u>,</u> ,170	079	-,209	-,294	01	-243	134	ــــــــــــــــــــــــــــــــــــــ	359
90	-311	- 199	-,086	,019	.061	.186	,997	.367	427	.479
91.	i⊸365	-,296	_,210	-148	一.094	009	.090	.179	.249	330
90 91	568	-,351	278	192	-, 197	033	.059	144	مدعر	j.283
93	297	- 278	-,202	139	091	023	.060	.243	.20	.275
93 94	-,234	-,917	-,186	- 147	_,119	076	-,024	.035	.083	.139
95 96	- 255	_01	000	203	-,15%	-,198	الجنديب	058	019	.030
96	-,264	- 215	- 225	907	-, 166	16e	114	055	,003	-037
97	228	- 213	20+	195	-,163	-,156	,110	-,065	-,027	.020
ōά	_ 000	_ 010	_ 901	L 100	_ 186	169	L 118	_079	_ 013	.008

C

(c) Tests 24	TABLE III
through 38	COMPLIMED

						$\overline{}$
	8	Ŋ	8	8	\$ <del>-</del>	93
	8855886 14.9988	924757 994 649	8989899 8016 61	2988884 2046 2046 2046 2046 2046 2046 2046 204	874872T 66-16-16-16-16-16-16-16-16-16-16-16-16-1	р
	### <b>%</b> ###	4848636	- 102 - 103 - 103	हा सहस्र के <del>दे</del> हैं	500 441 500-	T <sub>2</sub>
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¥		3 16	14	18	8	To art
њ. В 68	**************************************	9458978 14 4456 14 4456	************************	19 19 19 19 19 19 19 19 19 19 19 19 19 1	864 948	Р
083	2 2 8 8 8 E	FGESELS	37.888E	F8258F8	\$38498 <del>2</del>	ည
0.73	99999999999999999999999999999999999999		0.00000 0.00000 0.00000 0.00000 0.00000	99999999999999999999999999999999999999	0.000 000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.	g
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1 1	######################################		***** *****	85%±8:	9889A 902001	Ş
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0-70	# 4 5 9 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		38529388 302101 9	. PP.FP.	6. 00. 6. 00. 6. 00. 6. 00.	P
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2000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 1	1	0.025 0.025 0.035
2000 2000 2000 2000 2000 2000 2000 200		0.017 0.017	3999999 39384 39384 39384
			0.000
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\$5\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	48818968 149 1949		88.5 5.4.7 5.66 6.41
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1854 P. 1868 8	3555	53.86.86 53.86.86 53.86.86	10.1

TABLE III. - CONCLUDED
(d) Tests 39 through 48

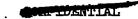


TABLE IV.- EXPERIMENTAL PRESSURE COEFFICIENTS,  $C_p$  (a) Basic model, M=1.2

Orifice				A	sele of	atta:	ık.				Orifice	l			la de	egie o	f atte	<b>*</b>			
No.	-30	-10	90	10	20	ħ0	8	8	50	120	Ec.	-3°	-10	00	10	20	10	69	80	100	190
0	1.35	1-377	1.366	1_366	1-399	1,364	L 392	1.392	1-376	1.372	34	-0,103	0078		0.062	-0205	0.011	0.109	0.165	0.222	0.295
1			[ <u>-</u>	<sub>-</sub> -	[						344	115	074		030	003	.038	.101	.164	.223	.290
2	-489	-436	-404	.381	-377 -200	<b>.296</b>	.275	.207	-153	אַנג.	35 36	126	104				.018	-074	138	.187	-237
- 3	- 409	-358	-3926	17.00	-250	.229	-360	.147	.098	-067	≥ '	J\1 226	뜨기	108	069	072	003	.046	.097	-135	.188
2	.607 .560	.596 .520	.50 .495	•건[	:漢	-403	-300	· ※	· \$13.	.28	37 36	- 318	218 321	203 373	172 310	177	121 30	~-081	041	007	-038
ź	022	- 662	86	- 706	113	146	-368 168	.334 192	.286 .197	20	36 16	.179	.030	020	- 104			277	꿃	227  676	185 737
7	35	307	406	096 427	42	447	- 446		65	- 393	39	.077	- 02		- 172	2+3			50	63	706
ė	108	104	095	.103	.095	.082	069	.057	031	[ # I	41	016	032		126	175	331	446	5.5	- 664	673
9	-002	034	049	068		126	162	- 190	225	- 271	142	.032	036	074	-:112	اكندا	167	248	120	779	642
סנ	.059	aro.	003	016	035	070	094	175	147	159	報		046		094	102	175	209	266	469	603
n					<u>-</u>				<b>-</b>		<u> </u>	010	103			184	232	269	296		~300
12	-109	.158	-161	.215	-248	-293	•361	.417	- 469	-533	45 46		103		184	168	818	<del>24</del> 8	266		286
13 14	093	066		017	-002	.010	-097	-145	-187	-220	10	030	085	101	126	152	130	223	279	279	283
15	072	055	034 -237	.015	.002 -252	.036 .276	-062 -260	.123	.153 .265	.205	47 46	.020	081	113	- 10h	130	766	204	- at-	275	100
16	160	056	037	006	.61	.076	.120	.160	-857	.251	19	- 230	137			.066	.191	26	-312	- 法	.522
17	.516	120	355	.299	.160	177	.119	-003	- 093	-136	50										
18	.008	063	136	183	222	307	561	- 444	322	77.	2 2					- <b>-</b> -					
19			<sup>-</sup> -		<u>-</u>						72	222	161	118		00		-108	.782	247	.32
20	- 114	178	209		~- 265	- 332	388			77	3	160	137			054	-029	.079	-116	.209	-279
27 21	-024	006				131	167		861	368		209 178		163		116	077	.003	.076	.094	-173
23	.069	.044 .026	-022	005	018	073	115 186		- 797	226	75 77	TIO	175	15	123	108	068	029	-009	.042	.085
<b>3</b>	.053	.020	017	038		094 096	130		- 199	226	<b>-</b> 47	032	1.186	138	191	- 100		04-5	-000	.051	.075
25	.053	007	037	060		128		193	235	- 251	96	164			1/19	141	100	071	033	.005	.050
26								L			<del>2</del> 9	.185	.036	026	- 324	227	389	- 522	- 691	716	747
27							<b>⊢</b> 1			iI		.047	064	144	195	<b>9</b> 81	436	53	611	- 639	- 733
26	264		325	330	344	366	323	2 <del>4</del> 7	27A	173	ē.		068	119	174	226	398	707	606	679	- 723
29	424		- 331				.065	.26	-305	-109	62	.016	026	092			228	427	544	625	joi
	473		404		309	23	-088	.036	.155	.226 .112	69 64	00+	069	103	1k1	148	209	527		563	67₽
프	- 146	~.115		082	068	0[4	.005	.043	-087		65	033	098	126	143	- <u>-177</u>	215	26+			62+
32 33	- 097 - 111	067	046 065	65	009	.041	.087 .223	.證	.194 .233	-291	26	018 096		172	197 191	- 221 - 217	- 263	- 290	奕	- 200	-:20
<u> </u>		000	007		Uy	.04	-23	.110	. 235	.300				/-				5/		~	

Orifice					ugle o	f ette	<u>*</u>			
Mo.	3°	-1°	00	10	<b>g</b> ⁰	†o	6	80	Z <sub>0</sub>	120
67					-	-			1	
68	-0.063	-0.131	-0156	916	-018	-0222	-0262	-0.320	-0.00	-01/31
69	.009	~.056	-309	126	138	147	173	296	314	332
70										
71.										) <b>-</b>
72		259	208	258	069	.005	-102	.185	.266	-347
73	30+	200	145	09H	077	.022	-096	.174	.245	.306
74	[		[	i ::	i		[			[ <u>-</u>
77	223	192	172	135	118		-002	-061	.107	.165
76	218 <u> </u>	191	174	167	153			-013	-071	.10
77	216	208	193	176	170		- 05+		جەد.	-079
78	169	158	137	116	097	037	·ort	-031	-05	.103
80	901	186	172	15	135		072	017	.026	.079
) BO	16 <del>6</del>	175	172	178	10		068	071	oz8	-033
81.	.224	032	028	130	243	448	583	679	728	736
82	.043	072	156	215	516	466	X2	665	~-730	729
83 84	008	086	1kg	194	276	438	772	666	T12	709
84	.001	076		-177		327	499	709	600	649
85 86	o <u>.</u> 8	017	103	132	156		323	- 437	535	592
86	087	149	188	191	211	244	276	366	458	526
87 88	167	225	266	267	251	336	574	401	706	74
88	177	204	219	236	271	26	312	321	+19	486
89	086	169	199	200	940	256	237	236	408	72
90	<b>12</b> 8	234	113	002	032		-326	- 399	.446	.461
91	461	321	226	160		.024	.124	.erk	.286	-300
92	394	- 294	- 218	144	091	.005	.085	.169		-293
93 94	333	2 <u>34</u>	166		079		-086	.172	-200	.279
9 <u>*</u>	188	177	156			060	003	.044		.135
95 96	- 2 2	ekk	231	819	196	168	108	060	020	-023
96 ∣	260	245	235	276	217	165	105	045	017	.011
97	223	217	E16	206		147	106	073		.031
j 98 .	18 <u>e</u>	205	209	205	195	IA6	1IA	079	010	-003



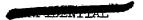


TABLE IV.- CONTINUED
(b) Basic model, M = 1.3

rifice					ngle o	e atte	ak.				Orifice				Ār	Spe og	attec.	k			
Zo.	-30	-10	9	30	80	70	60	80	100	120	No.	-30	-10	۰ 0	10	20	1º	ल	80	10	и
0	1.438	1.437	1.442	1.449	1.463	1.479	1.454	3.445	2.432	1.411	34	-0.304	-0.091	0.060	0.046	-0.081				0.800	
1								l <del>-</del>	f	∮~	344	06%	059	032	011	014		.108	.164	.217	
8	-283 -438	-10	-433	.411	.389	.336 .262	.291	.244	.205	1.256	35 36	وبد.۔	077	087	066	038		.049	.096	.159	•
3	-432	.386	.356	.322 .485	386	-262	.219	1.76	110	.099	35	1	737	110	088 189	060		-017	-066	بير.	١٠
2	.662	: 39	.526 .520	.498	. 277	397	.346 .396	.896 175.	.853 .315	.209 .275	34	826 337	215 335	206 331	320	160 299		08e	043	.001 190	
3	.599 .047	.021	88	027	038	063	- 000	1255	وللد ا	1.11	26		1 :33	-331	074	120		32	103	1-:466	
7	207	303	- 325	- 118	- 333	329	098 388	395	302	369	38	.035	- 027	38	15	209		- 572	436	496	
ė	004	.037	.073	318 065	.075	.072	.074	.065		.029	41	.032	008	029	- 107	139				478	l
9	-072	.070	.027	.012	.008	019	033	04è	065	091	42	.029	006	056	05	094	247	234	333	413	
מנ	-064	.042	.015	.002	007	042	069	092	117	146	12	.007	023	05	080	101				350	
n l				- 5.5				l- :.:	in 5.5	1- =_=	1 12	- 060	089	114	141	160				297	
76	-177	.188	-215	-248	-260	.332 .069	.039		- 197	-22	15	000	100	123	141	360			260	276	
끊	044	029	99	.006	.036	.049	.225	1.156	.208 .170	.276	47	048	073	103	129	142		906	234	248	t
15	.240	.235	81	.232	.843	.043	.073	1.258	259	366	Tai	-07	080	102	196	136			211	- 253	Œ
36	062	-:055	- 039	020	.004	.0.0	.086	1 :33°	136	243	1 79	- 96	163	080	005	.076			335	1	
17	.600	34	. 363		.367	.302	.239	1.347	.075	.00e	50										ŀ
16	-076	متة. ا	037	087	119	176	240	300			51 52	l	<u> </u>	l			1			J	ŀ
19								<b> </b>	- <del>-</del> -		52	200	171	135	095	077	007	.066		.216	
90			19		243		339	390		473	33	162	150	196	093	061		-055	٠.ييه	.178	
20.	049	067			163		246	256	331	387		197	180	160	13	10+			-032	.087	ı
22	.085	-076	.021	00	023 040	061 077	096 111	130 143	160	197	35 36	193	180	163	139	334	084	037	.007	-052	L
2	.059	.096	001			075	109	1.11	- 360	203	37	12	161	131	140	.196	im	068	029	.017	r
25	.029	۳.۰۰۰	033				136	1.171	- ani	229	∐ <b>≨</b> i	193	193	161	- 163	139		067	033	014	
<u>26</u>		C	[					<u> </u>			∐ <u>⊊</u>	.192	.097	010	OTI	139	- 241	343	1 106	495	
27			- <i></i>					<b>-</b>		!	22	عكب.ا	015	10%	183	25	333	410	+77	::洪	
96	269	280	296	309	317	340	359	379	394	418	61	.023	030	086	139	195		371	+j6	174	ŀ
29	305			201	באנ	034	.134	.161	-375	.490	60	وده.	026	OT	123	178				506	-
30	~-366			322	3129	277	151	042	.107	-363	2	.001	036	076	102 119	119				- 443	
31 32	- 28	- <del>12</del>	094	070	053	030	.019	.058	""	.134 .215	83	094	067	097	二岩	二诺			307	- 300	
33			663			.024	.076	130	.209	250	1 86	367	- 135	158	178			251			E
		۲.ω۶	00,			.02-	.010	1	,			-1201	-1207	1 -1.2	-0210		1	1			

Orifice						of att				
Eo J	-30	-10	0	10	Se	10	B	82	100	120
67	-	1	1		1	-			⊢-⊣	
GÓ I	-0098	-0.109	-0.151	0.763	0.178	0.207	-0.236	-0.086	0.346	-0415
69	-072	09é	111	-111	-146	-,178	-,199	-,834	-, <u>27</u> 7	~298
ΤÕ										
71										
72	269	250	198	150	<b>-</b> .101	~.023	.068	.158	.233	.310
75	- 273	_217	- 160		068	.001	.075	.156	.219	,266
73	~~-									
72	201	-193	-,170	-,138	-118	067	011	.075	.103	.166
75 76	010	- 193	-174	156	137	-100	-,047	.019	.066	190
Ť	-206	-201	<b>-</b> .160	- 172	1.56	199	076	013	.025	.068
뀵	-,175	احتا	137	- 187	102	063	012	.035	.063	.100
79	-,907	_190	178	-16	140	- 100	-055	-,009	.027	.070
19	220	- 196	_ 14a	-367	148	-,117	-077	-039	005	.038
80L ·	.220	136	.030	-065	143	- 272	376	-,457	-, 526	二级
82	.041	031	-,100	,189	- 255	341	+0+	<b>::3</b> 1	-,341	<del>7</del> 32
83. 84	-,008	-054	117	-,198	وقعـــــ	360	<b> -</b> .+39	50+	55	762
84	.005	-,033	-,083	-,133	-,190	-,301	391	478	723	778
85	-011	037	-,oπ8	المتدرسا	145	- 237	J331	-,406	-,472	J513
85 86	-,088	-,109	136		177	209	,560	395	369	ووباسا
87 86	-,178	197	-,991	-,942	297	203	318	- 3-3	386	-16
86	-~1 <del>7</del> 7	- 193	207	<b>21</b> 3	-, <b>2</b> 27	-,244	273	290	328	398
89	- 129	- <u>,</u> ,170	079	-,209	-,294	01	-243	134	ــــــــــــــــــــــــــــــــــــــ	359
90	-311	- 199	-,086	,019	.061	.186	,997	.367	427	.479
91.	i⊸365	-,296	_,210	-148	一.094	009	.090	.179	.249	330
90 91	368	-,351	278	192	-, 197	033	.059	144	مدعر	j.283
93	297	- 278	-,202	139	091	023	.060	.243	.20	.275
93 94	-,234	-,917	-,186	- 147	_,119	076	-,024	.035	.083	.139
95 96	- 255	_01	000	203	-,15%	-,198	الجنديب	058	019	.030
96	-,264	- 215	- 225	907	-,166	16e	114	055	,003	-037
97	228	- 213	20+	195	-,163	-,156	,110	-,065	-,027	.020
ōά	_ 000	_ 010	_ 901	L 100	_ 186	169	L 118	_079	_ 013	.008

C



# TABLE IV.- CONTINUED (c) Basic model, M = 1.7

Orfice				Angle	of a						Orfice					of a	ttack				
No	-30	-1º	တ	10	20	¥0	6°	80	100	120	Σo	-30	-10	00	10	20	140	6°	80	10	120
O.	1.561	1.587	1.598	1.571	1.595	1.601	1.588	1.575	1-557	1.543	35	-0.063	-0.056	-0,034	-0012	0.006	0.046	0.097	0.136	0.176	0.224
1				- <i>-</i> -							36	081		051	024	015		.075	.112	.152	.2C#
5	.507	-457	439	405	.376	334	-291	-246		.167	37	136		115		072			-029	.071	.114
3	189	.379 .436	.356 .427	.32k	.302 .356	.264 .322	.224	.188 .243	.152	.115 .167	38 39	198 .178		191	177	.165 .016		119	095		035
5	.631	.581	.561	.521	.500	. 166	415	365		:281	139	0.0	017	032		100		091 181	147 218	202 255	252
á	.190	.156	144	.118	.097	.079	.010			041	ķĭ	011			120	146					317
7	124	150	162	175	189	197	- 219	230		249	42	.023				142			266		337
8	080	065	099	113	131	103	051	025	003	.006	<b>43</b>	.012			051	143		198			316
.9	.053	.026	.039	014	.016	.049	.05I	.053	.035	.023	44	026			080	090		137		234	
10 11	.055	-030	-037	.033	.024	.016	010	026	058	087	1.5	026				108			170		
12	207	.380	.263	.269	.307	.361	.414	.520	.522	.576	46 47	026	051	064	079	088	113	[134	152	173	219
13	.013	.028	.047	.068	.076	.116	.158		.240	.283	48	-018	- Oka	062	078	006	11k	138	- 156	- 171	192
14	005	.007	.020	.038	.050	.079	:118	.149	.187	.226	49	060	- 034	.004		.098		295			-513
15	.195	.179	.176	.166	.161	165	.169	.168	175	.188	50										~
16	019	016	005	.020	.029	.063	.112		.194	.240	22										<sub>-</sub> -
17	-725	.661	.638	-599	•595	.512	107	.389	.322	.222	52	150						.103	-157	.219	.263
18 19	.198	.144	.120	.101	.066	.046	041	075	103	149	53 54	083 127	063		037 072	058		.097	.137	.185	.244 .179
20	073	113	126	148	172	196	- 219	- 2b1	266	- 268	1 <del>2</del> 5 1	123		096		059		.024	065	.109	.173
21	036	071	085		131	158			- 246	273	50 56										
22	.069	037	.030	.016	-004	019	015	072	102	148	57	049				056		.006	.041	.080	
23	.053	.021			027	039	065			131	58	123				073		.003	040	.075	.121
24	054	-024				034		078		124	59	.060	.157 .005	-126 018		.045 .088		- 091	161	221	264
25 26	-045	.008	*001	015	029	043	069	092	115	140	181	011	057	086	057	140		220	- 230	276 293	312 321
27		] ]	I							<u> </u>	62	.005		096				- 235	269		122
26 l	123	146	151	161	176	185	203	217	234	2 <del>5</del> 4	63	.020		073		145		- 239	276		341
29	037	.002	.048	.124	.160	.250	.318	379	-550	.647	64	.019		04I	094	134	178	22	267		326
30	128	160		097	076	087	.055	انيد.	.234	.324	65	035		075				225	262		
31	171	156		085	060	013	-042	.065	.122	.166	66 67	052	086	094	112	118	168	217	244	276	300
32 33	046	039 032		005	.004 .025	.033	.075	.109	-150 -197	.196 .248	86	057	2.006	- 103	119	- 126	1.160	200	- 223	- 251	282
334	056	052	030		.025	-051	.112	170	.180	.243	69				097						
344			045		.001	.048	.097	.141	.181	235	70						<u> -~~</u>				
			-5-7			-9-0							<u> </u>		ألـــــــــا		L				

<u> </u>				A = =1 =	of a	H-a-b		_		
Orfice		-0	-0	10	20	10	-0	-00	6	0
Bo	-3°	-10	00	L	7	4	6	80	10°C	320
71										
72	-0-187	-0.158				0.023	0.100		0.243	
73	174	241	108	051	.020	.0-5	·uu	.171	.236	.304
74										
75	157	126		073					.Ikk	
76	126			085		036				.166
77	141	132		109			003			.140
78	109		102	077	056	017	.036			.158
79	142	140	137	110						
80	149			111						
81	.278		.160	.119	.066	021			271	308
82	.074		013	047	082	135	196	241	285	330
83	.010	041	076	098	132	175	I43	274		
84	0	055	.091	111	150	193	150	260		
85	.017	052	092	118	148	187	142			
86	.005	044	083	133	174	220	162	267	316	347
87	065			139	184	23I			340	364
88.	089	110	123	135	173	227	170		334	356
89	094	213	121	129	154	209	163	289	298	301
9ó	042	.018	.058	.137	.185	.263			.476	-532
91		111	088	014	.010			.223	.267	.376
92	184	146	123	070	043	.020	.057	•173	.242	
93	185	I63							-235	.299
94	141	340	129	081	054	017	.027		.166	.226
95	187	365	151	112	096	068	022	.012	.056	.091
96	193			318						.117
97				130			033	.004	.036	.08¥
96				132					.oit	.067



TABLE IV.- CONTINUED
(d) Model with rocket packets, M = 1.2

		Angle	of at	tack				Angle	of att	ack		· · · · · · · ·		Angle	of at	tack	<del></del> 1
Orifice No.	-3°	00	ĵtο	80	120	Orifice No.	-30	00	цо	80	12 <sup>0</sup>	Orifice No.	-3°	00	ħо	go	12º
0	1.360	1.375	1.384	1.371	1.384	34					1	67					
1						31+ <b>A</b>	014	.082	.176	.299	.363	68	083	166	246	365	504
2	.485	•395	.287	.193	.107	35	103	048	.042	.133	.194	69	055	151	207	316	407
3	.401	.31.0	.21,8	.132	.057	36	230	164	042	•033	.168	70					
14	.608	.569	•436	.307	.212	37	248	175	095	019	.032	71					
5 6	•552	•477	•398	.320	.253	38	356				198	72	368	255	046	.170	.247
	034	094	154	204	250	39	.159	123	497	704		73	347	221	128	.050	-334
7	379	426	441	.408	418	40	.01.2	189	506			74					
8	.106	.091	.081	.051.	.055	41	.033		430			75	210	121	008	.091	.149
9						42	.030		_			76		133	037	.042	107
10	.049	013	080	126	174	43	016			382		77		152	073	•004	.068
11						յ <sub>ե</sub> յե	064	,	255	~.310		78	173		034	.043	•086
12	.114	•193	•309	.424	-530	45	085		227	- 289		79	~.185	151	079	012	.065
13	060	036	.060	.157	.245	46	059	134	213	267	306	80	134	149	113	044	.101
14	073	030	.047	.134	.201	47						81.	.162	146	577	726	727
15	.226	•234	.256	•263	.271	48	018	_	19 <sup>1</sup>		-	82	.003	252	576	704	720
16	.003	•059	.174	.271	•308	49	117	.065	.268	.384	•517	83	038	220	557	692	709
17	.505	.328	.153	031	162	50						84	025	170	458	<b> 6</b> 19	682
18	.013	153	345	474	575	51						85	040	144	304		6 <del>4</del> 4
19						. 52	307	209	-	.164		86	110	210	296		579
20	141	250	381	496	- 593	<b>5</b> 3	367	243		.116	.167	87	207	301	373	445	562
21	-034	060		227	397	54	177	108		.085	.158	88	167	244	- 297	337	511
22	.082	-007	080	167	247	55	173	126	049	.015	.071	8 <del>9</del>	109	209	244	276	•493
23	.058	016	108	182	256	56						90	- 297	060	.212	-387	.476
24	.044	034	108	183	250	57	157	103		.033	.050	91		166	.011	.186	.351
25 26	.051	035	125	203	265	58	185	157	083		.052	92	365	247	049	,203	310
26						59	.129	168			753	93	351		.007	.206	.275
27						60	.002	246		715	752	94	251		.056	.135	.169
28	305	337	336	220	239	61	019		558		729	95	251		123	041	.017
29	400	285		<b>.</b> 183	.408	62	027	,			708	96	252		131	051	-004
30	394	270	063		.217	63	030				- 668	97	202			050	.025
31	155	087	012	.096	.244	64	061	,	271			98	147	166	J- <b>.</b> 146	067	.002
32	.224	.244	290	.326	-357	65	105						l	i		1	
l 33	343	285	134	.039	.087	66	131	197	301	- 417	560					<u></u>	

~\_NACA\_~

TABLE IV. - CONTINUED
(e) Model with rocket packets, M = 1.3

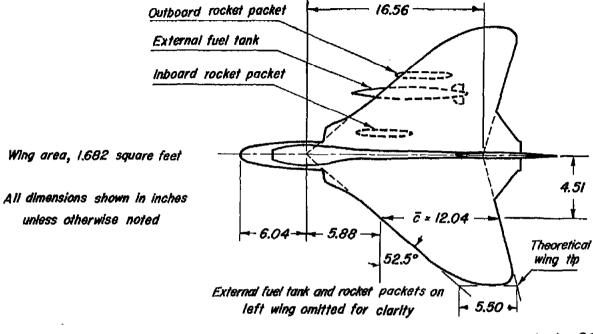
		Angle	of at	tack				Angle	of at	tack		<u> </u>		Angle	of at	tack	
Orifice No.	-3°	00	140	80	120	Orifice No.	-30	00	40	8°	12 <sup>0</sup>	Orifice No.	-3°	00	цo	80	12º
0	1.417	1.442	1.440	1.428	1.407	3 <sup>1</sup> 4						67					
[ I [						3 <sup>1</sup> 4A	.047	.012	.124	.245	-395	68	~.099	139	210	262	414
2	.508	•43I	321	.228	.151	35	093	046	.041	.134	.236	69	060	-,115	175	226	315
3 <b> </b>	.419	.346	.247	.163	.083	36	209	162	~.075	.026	135	70			-		~~~
4	<b>.6</b> ₩	.522	377	.278	.205	37	258	220	128	030	047	71.					~~~~
5	.585	.518	.417	337	.266	38	- 320	~.309		222	~.156	72	310	226	092	.146	.268
6	.040	012	053	128	176	i 39	.128	023	255	434	551	73	- 325	- 233	084	.003	.209
7	293	334	- 378	396	371	40	.043	105		453	- 550	74			****		
8	020	•057	.065	.081	.055	41.	011	061		- 444	- 544	75	226	141	~.040	.082	.178
9			-			42	008	054	154	~.355	507	76	210	155	065	.038	.125
10	.054	,009	050	101	155	43	.003	~.065		296	- 431	77	209	171	084	.07.5	.089
ᄓᄔ						144	068	127	- 204	273	381	1 <del>7</del> 8	176		043	.051	.123
12 1	.143	.226	.325	<b>البلا.</b>	.561.	45	- 084	126	200	- 265	277	79	195	156	075	003	.054
13	-,055	004	.066	.158	.265	46	050	107	182	- 235	256	ll àó	194		092	- 035	.024
14	055	011	.052	.132	225	47	****					81	.180	034	- 285	-:453	- 565
15	.220	.231	.232	252	.267	48	- 062	106	172	238	268	82	024	- 136	348	485	- 567
16	046	009	.085	.231	.348	49	- 226	.023	.209	.358	446	83	016	- 141	358	- 500	- 578
17	.580	450	.288	.125	027	50				-57-	-	8¥	.004	098	315	- 466	- 562
18	.060	054	-,192	315		51						85	012	086	- 246	- 425	524
19			HH#4			52	274	172	025	.085	.292	86	085	138	- 208	- 350	- 464
zó l	139	218	312	409	[487	53	- 324	- 299	170	.053	.183	87	174		282	- 358	- 464
21,	027	089	- 196	- 291	- 397	<u>54</u>	- 175	115	036	.072	.170	88	173	209	229	- 298	415
22	.071	.018	065		- 202	55	177		064	.021	.095	89	- 140	- 191	223	- 238	- 390
23	054	.005	082	150	209	56						) 96	227	- 045	.174	-357	.465
24	.041	005	082		207	57	126	131	~.087	015	.061	91	- 311	192	013	154	300
	.026	020	096	- 163	1	58	- 173	- 159	- 095	017	.062	92	321	- 218	062	067	.325
25 26		.0.20	-,050	- 1,105		59	169	050	-,316	483	590	93	307	236	087	.138	304
27						66	025	- 151	- 369	- 511	- 592	94	267	- 229	086	.073	193
28	260	296	337	408	~.412	61.	.006	114	316	468	561	95	284	- 212	136	044	.032
29	-,313	227	019	214	.443	62	.008	093		462	559	96	266	F.208	135	042	.032
30	345	353	- 239	036	.190	63	008	093	180	418	- 528	97	235	190	131	- 045	.031
31	235	089	~.030	.062	.171	64	042	102	178	- 348	- 467	98	216	189	134	- 062	.006
32	.230	283	.327	361	•397	65	095		218	- 322	457	50		وببد		UUE	'~~
32	348	303	207	052	.134	66	114		228	301	418	<b>\</b>		I	l		
	540	303	207	052	•134			10	20	301	410						<u> </u>

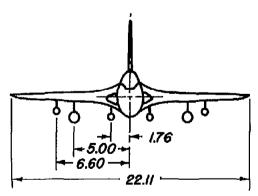
TABLE IV.- CONCLUDED

(f) Model with rocket packets, M = 1.7

		Angle	of att	teck				Angle	of ati	ack				Angle	of at	tack	
Orifice No.	-3°	00	40	80	12 <sup>0</sup>	Orifice No.	-3°	o°	70	8º	12 <sup>0</sup>	Orifice No.	-3°	00	ħο	80	12º
0	1.573	1.584	1.566	1.578	1.535	33	141	150	115	045	.056	65	033	081	168	238	292
1					1	34						65 66	- 048				276
2	506	.433	.338	.255	-175	34A	026	018	.017	.162	.249	67					
3	-420	.351	.263	.190	-119	35	.046	~.029	.049	.166	.271	68	063	103	186	219	265
4	-489	.413	-314	.241	-172	36	~.039	021	045	.114	.201	69	.019	069	121	163	- 203
5	633	1.556	.454	.367	.285	37	171	~.166	114	044	.060	70					
6	.195	-141	.074		030	38	183	186	155	101	038	71					
7 '	117	152	186		236	39	.176	.086	029	139	233	72	146	146	059	.115	.275
8	~.062	-,105	087	030	.006	40	•036	032	119	193	262	73	215	151	003	.094	.238
9						43.	014	089	165	238	294	74	\				
10	.056	.038	.017	023	079	42	•028	073	167	245	310	75	107			.072	-193
11						43	-050		128	220	290	76	117			.054	.141
12	.208	.258	.360		470	14.liq	023	069	115	162	269	77	138	137	051	.030	.112
13	.017	.047	.111	.191	1 .246	45	026	077	125	163	246	] 78	114	098	015	.058	.144
1,4	•004		.072	.140	227	46	020	064	112	150	201	1) 79	136	120	066	.003	.089
15	.193	.124	.170		189	47			]			80	137		078	003	-086
16	~.040	026			-204	48	014	063	113	148	181	81	.247	.133	-004	156	254
17	.723	.636			.222	49	029	-009	157	.365	.490	82	.057	023	102	220	292
18	.199	.128	.046	046	128	50						83	.003	076	168	247	312
19						51		~~~~				814	002	084	170	- 252	312
20	090	146			269	52	006	-026	.090	.213	.383	85	.015	l083	164	l232	295
21	026	105	149		254	53	212	185	105	003	-093	86	028	082	181	256	- 302
22	.075	-035	016		- 151	94	091	052	016	.081	.175	87	069	120	206	276	329
23	1054	.005	1- 059	089	135	55	098	092	030	1 .045	,143	)) 88	088	1123	]207	277	330
24	.053	-010	059	089	131	56						89	089	124	-,198	- 267	296
25	.036	008	059	107	144	57	010	045	025	.027	.103	90	.005		.212	.328	. 458
26						58	114		049			91	100	083	.020		318
27						59	.221		035	175	- 270	92	159	133	.006	.128	.285
26	113	148	168	215	249	66	.062		- 126		- 299	93	166			.108	-247
29	027	-060		.376	.640	61	005		1163		- 301	9¥	100		052		187
30	- 081	097				62	.004					95	155		1		-089
31	146	113	.046		.154	63	.023					96	- 165		086		.108
32	008	007	.096	346	.490	64		056				97	156				.073
-	i		]	1			1	"	-//			98	159		- 106		.051
<u> </u>	<u> </u>	<u></u>	<u> </u>			<u> </u>	<u> </u>	<u></u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>					







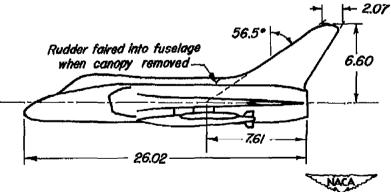


Figure 1.- Three-view drawing of the model showing the external fuel tanks and rocket packets.

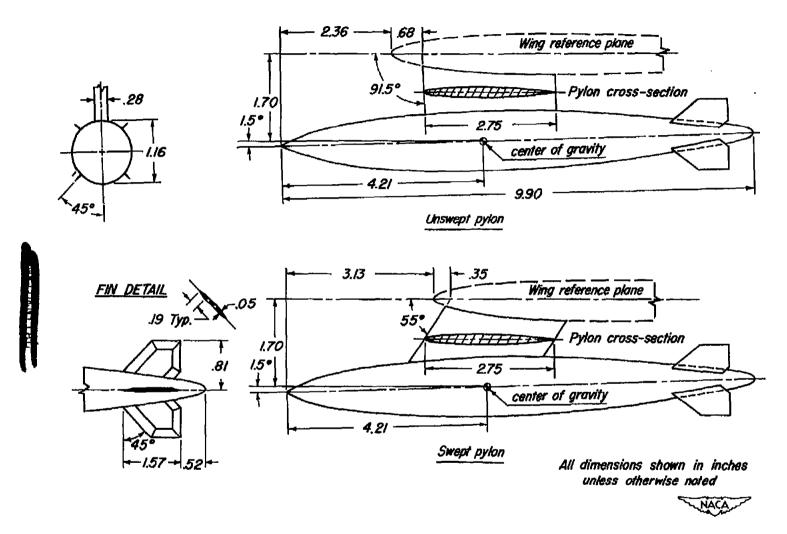
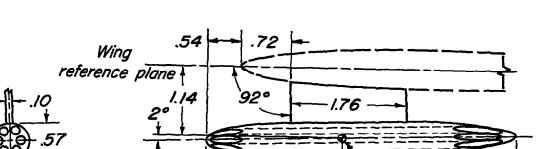


Figure 2.-Details of the external fuel tanks with unswept and swept pylons.

center of gravity



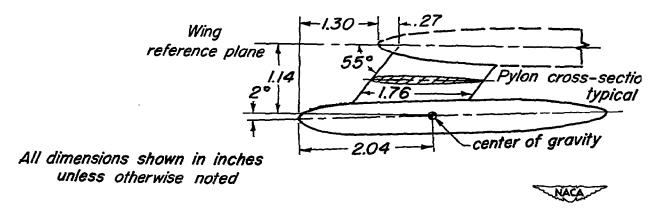
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Note: rocket packet shown with open tubes

∠.l5 D`on .35 D circle typical

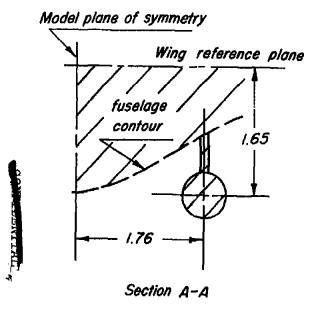
## Unswept pylon



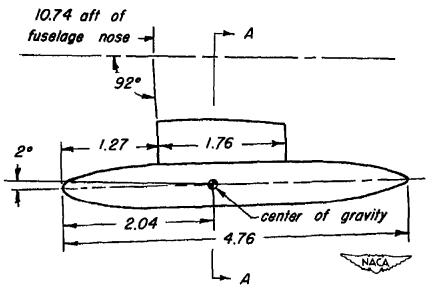
### Swept pylon

(a) Outboard location.

Figure 3.- Details of the rocket packets with unswent and swent autono



All dimensions shown in inches unless otherwise noted



(b) Inboard location

Figure 3. - Concluded.

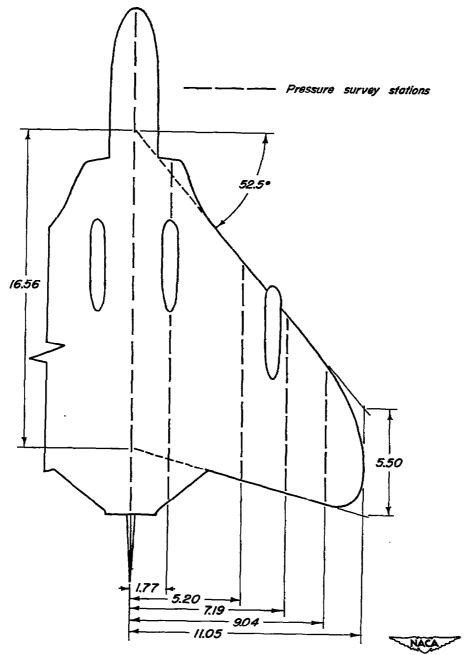


Figure 4. — Dimension sketch of the lower surface of the model with rocket packets installed, showing the pressure survey station.



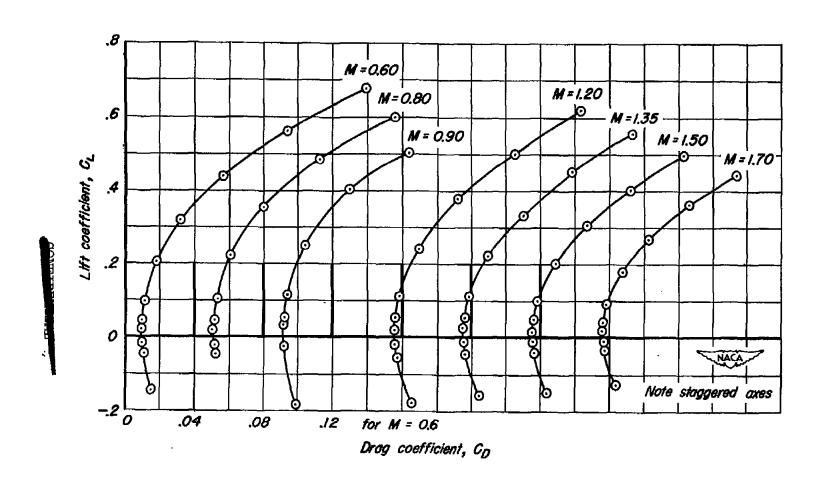


Figure 5.- Variation of drag coefficient with lift coefficient for the basic model.

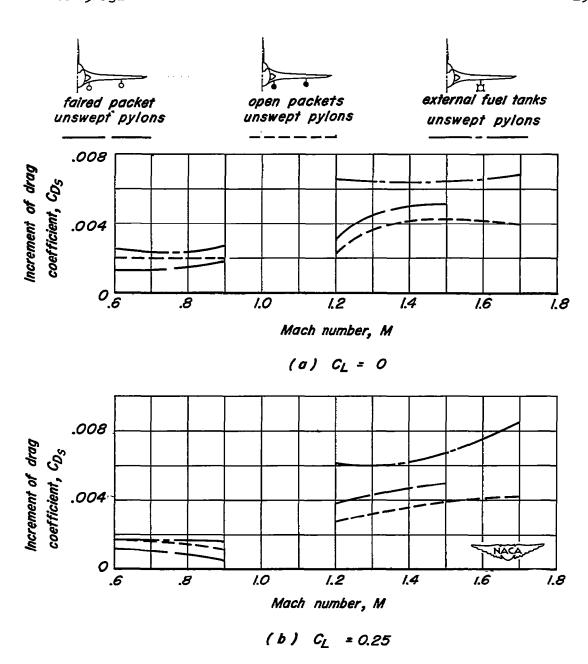


Figure 6.-Variation of increment of drag coefficient with Mach number at O and O.25 lift coefficient for the various external store configurations mounted on the model.

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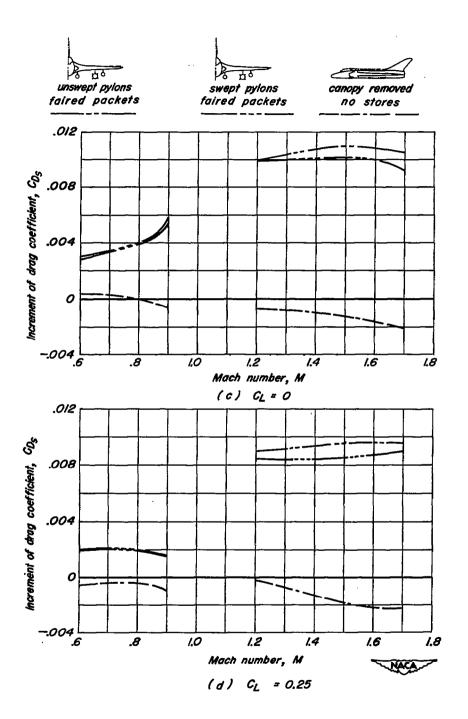


Figure 6 .- Concluded.



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0 L

.8

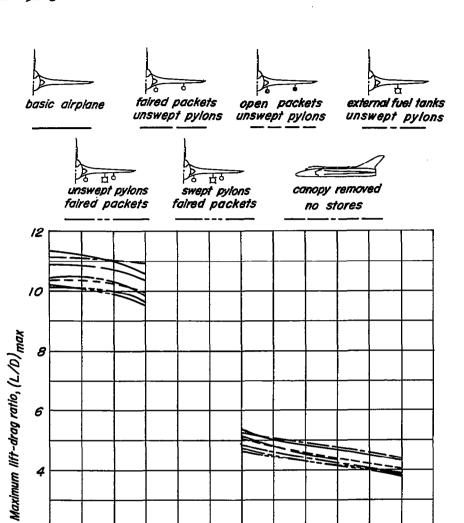


Figure 7.- Variation of the maximum lift-drag ratio with Mach number for the various external store configurations mounted on the model.

Mach number, M

1.2

1.4

1.6

1.8

1.0

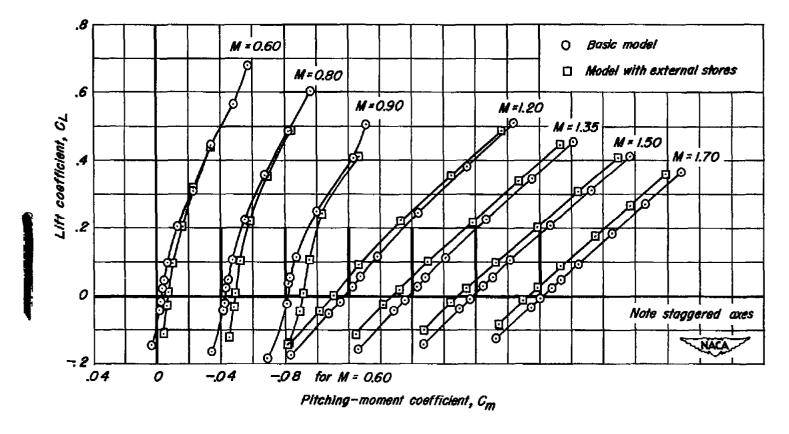


Figure 8.—Variation of pitching-moment coefficient with lift coefficient for the basic model and for the model fitted with two external fuel tanks and four faired rocket packets mounted on unswept pylons.

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SECURITY INFORMATION

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